

Airport (W.V.)

Page 10

2-1961

Indiana National Guard

THE INDIANA NATION

KNOW YOUR COMMANDER



Shown above is Col. Jack P. Hoppes, Commanding Officer of the 38th Division Trains.

Col. Hoppes was born in Anderson, Indiana, 12 April 1921. On 29 August 1942 he enlisted in the Army and became an Aviation Cadet 22 December 1942 graduating 24 December 1943 as a 2d Lt. He was promoted to 1st Lt. 15 October 1944 and Captain 11 December 1946. He entered the Indiana National Guard as a Captain 14 June 1948 as Asst. AG and became Asst. G-1 1 February 1949. He was promoted to Major 13 February 1950 and transferred to the 38th QM Co. 1 June 1955 and was promoted to Lt. Col. on 25 April 1956. Upon reorganization of the Division, he assumed command of the 38th Division Trains and was promoted to Colonel 7 August 1962.

Col. Hoppes is married and has one daughter. He is employed by the Guide Lamp Division in Anderson, Indiana.

His decorations include the Air Medal with seven Oak Leaf Clusters and the European-African-Middle East Medal with five Battle Stars.

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TERRE HAUTE, INDIANA

Community Affairs File

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Community Affairs File

Crippled (W.V.) **EARL BRINGS HER IN**
Major Earl L. Higbie



A "cool," veteran pilot veered his crippled, burning jet fighter away from a heavily populated area recently and rode it into a pasture he had picked for an emergency landing at the south edge of Hulman Field.

The pilot, Maj. Earl L. Higbie, shown above, 40 years old, a member of the 181st Fighter Group, Indiana Air National Guard, scrambled from the cockpit, dragging his parachute and survival kit with him as he dashed to safety.

Hours after the noon crash several persons praised Maj. Higbie for his calmness and keeping the jet away from the homes west of Hulman Field on Terre Haute's East Side.

Brig. Gen. Allison Maxwell of Indiana, chief of staff of the Indiana Air National Guard, praised Maj. Higbie, saying "he is an outstanding pilot" who did an excellent job in setting the plane down without causing death or injury to other persons and for causing a minimum of property damage.

"He's always real cool and calm," Gen Maxwell added.

Higbie was making a simulated flame out flight over Hulman Field when his F-84F developed engine trouble.

Higbie said as he tried to increase power after flying at reduced power to simulate the flame out (engine failure), the engine quit. He switched to emergency fuel but with little result. The plane then caught fire.

Higbie said his altitude was about 400 feet, too low to parachute to safety and that if he had not stayed with the plane it might have fallen in flames on nearby homes.

He turned the plane in hopes he could land on a Hulman Field runway downwind but had to guide it into a pasture at the southwest edge of the airport as he glided across Ind. 46.

The plane landed on its tail and wing fuel tanks for a "smooth" landing, Higbie said. It skidded about 400 yards, knocking down two fences, barely missing a large tree and scattering 15 ponies.

The plane burned furiously for several hours.

Mrs. Jean Farr, 38, who rushed from her house on Ind. 46 after hearing a plane "that didn't sound right," ran to Higbie's aid.

"She's the best woman fence jumper I ever saw," Higbie said, adding that she really came a running. "She was the first thing I saw when I climbed from the plane."

Mrs. Farr said, "he was the calmest person I ever saw. He acted as though nothing had happened."

She said he waved at her as she approached to indicate he was not hurt and also waved at another jet circling overhead.

Higbie said he suffered no injuries except for a minor cut on his forehead and a stiff neck.

"I had lots of luck," he added.

The crash occurred about 2½ miles south of his home.

He is chief of maintenance at Hulman Field for the Air Guard and is a veteran of World War II.

Gen. Maxwell said the cause of the power failure has not been determined but was due obviously to some material failure in the plane.

2-1961 Indiana National Guard

Airports (W.V.)

K. H. Airports
February, 1961

Indiana National Guard

NEW AIR BASE COMMANDER



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Community Affairs File

On 20 December 1960 the appointment of Brigadier General Allison Maxwell as Base Commander of Hulman Field Air National Guard Base, Terre Haute, Indiana, was announced.

General Maxwell succeeds Lt Colonel George E. Myers who had been the Base Commander since 21 July 1956. Colonel Myers submitted his resignation in order to accept position of Installations Supervisor at the base.

In announcing the appointment, it was stated "General Maxwell is the best qualified Air Officer in the Indiana Air National Guard for this position and we are all happy that General Maxwell has accepted this new responsibility."

"Brigadier General Maxwell began his military career in 1939, as a private in the 113th Observation Squadron. He applied for pilot training and was awarded his pilot's rating and commissioned a Second Lieutenant in May 1940. During World War II he served as a bomber pilot and flew combat missions in A-20 and A-26 type aircraft. He was released from active duty in 1946 as a Lieutenant Colonel.

He reentered Indiana National Guard service from the Officer Reserve Corps in October 1946, as

Deputy Commander of Headquarters, 122d Fighter Group. Promoted to Colonel, Indiana Air National Guard in October 1948. In this position he assisted greatly in the reorganization of the Indiana Air National Guard and assumed command of the 122d Fighter Group in October 1950.

Brigadier General Maxwell was called to Federal service during the Korean conflict and served outstandingly for a period of over two years. During the Korean conflict, Brigadier General Maxwell engaged in 48 Combat Service Support Missions in C-47 aircraft and 13 Combat Missions in F-51 aircraft.

He was promoted to the rank of Brigadier General, as Commander of the 122d Fighter Bomb Wing in January 1955 and was assigned as Chief of Staff, Indiana Air National Guard in March 1956. He served on the Air Staff Committee on Air National Guard policy since July 1956 and was elected as Secretary of the National Guard Association of the United States in November, 1960.

General Maxwell's influence is reflected to a marked degree in every commander in the Indiana Air National Guard not only as a result of his past performance as

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TERRE HAUTE, INDIANA

Airports (W.V.)



General Mark W. Clark is shown receiving a Certificate of Achievement for effectively promoting the security of the United States. The presentation was made by A.U.S.A. President Milton G. Baker at the recent A.U.S.A. conference in Washington.

2-1961 Indiana National Guard

Community Affairs File

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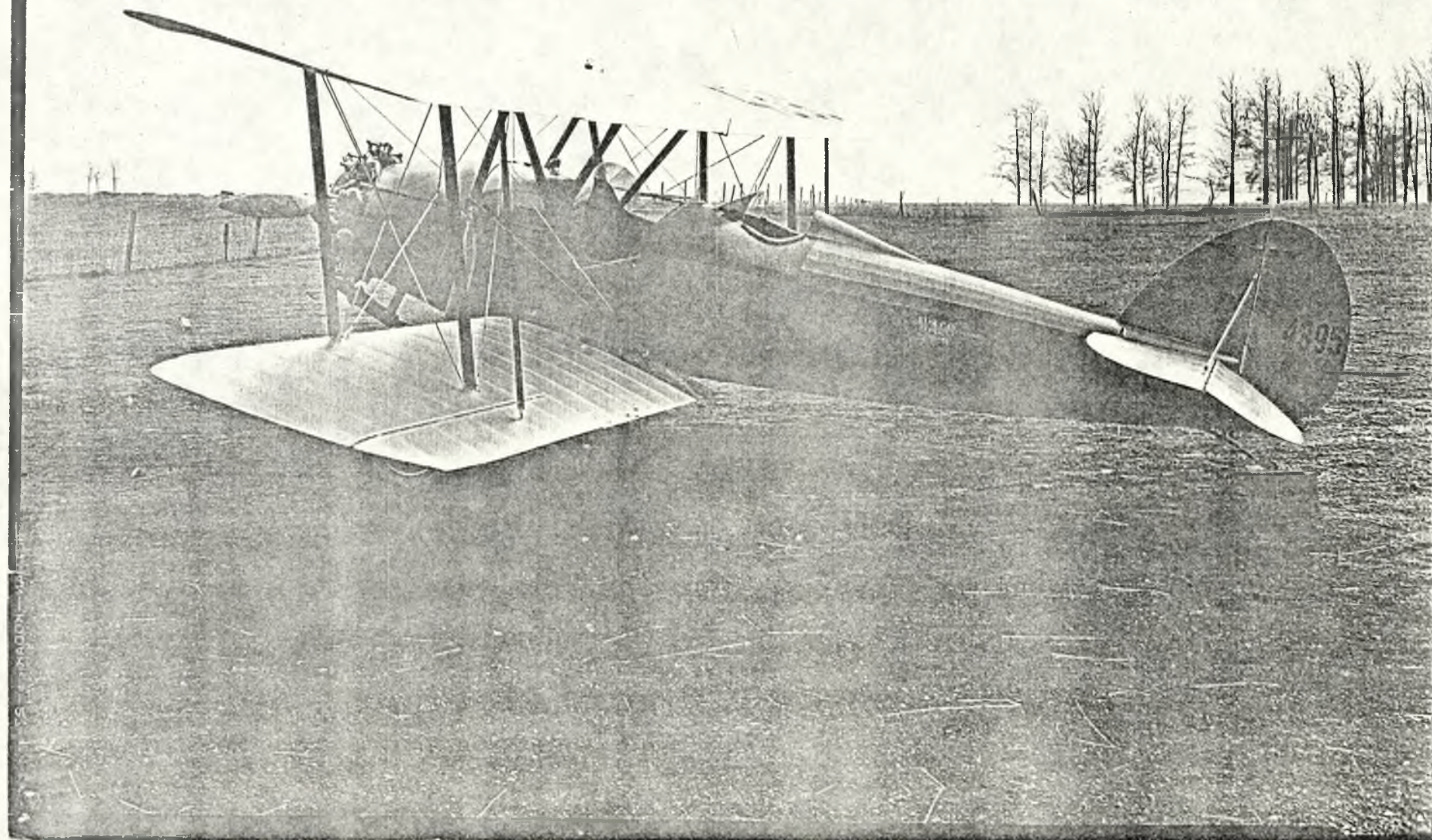
TERRE HAUTE, INDIANA

Airports - J. H.



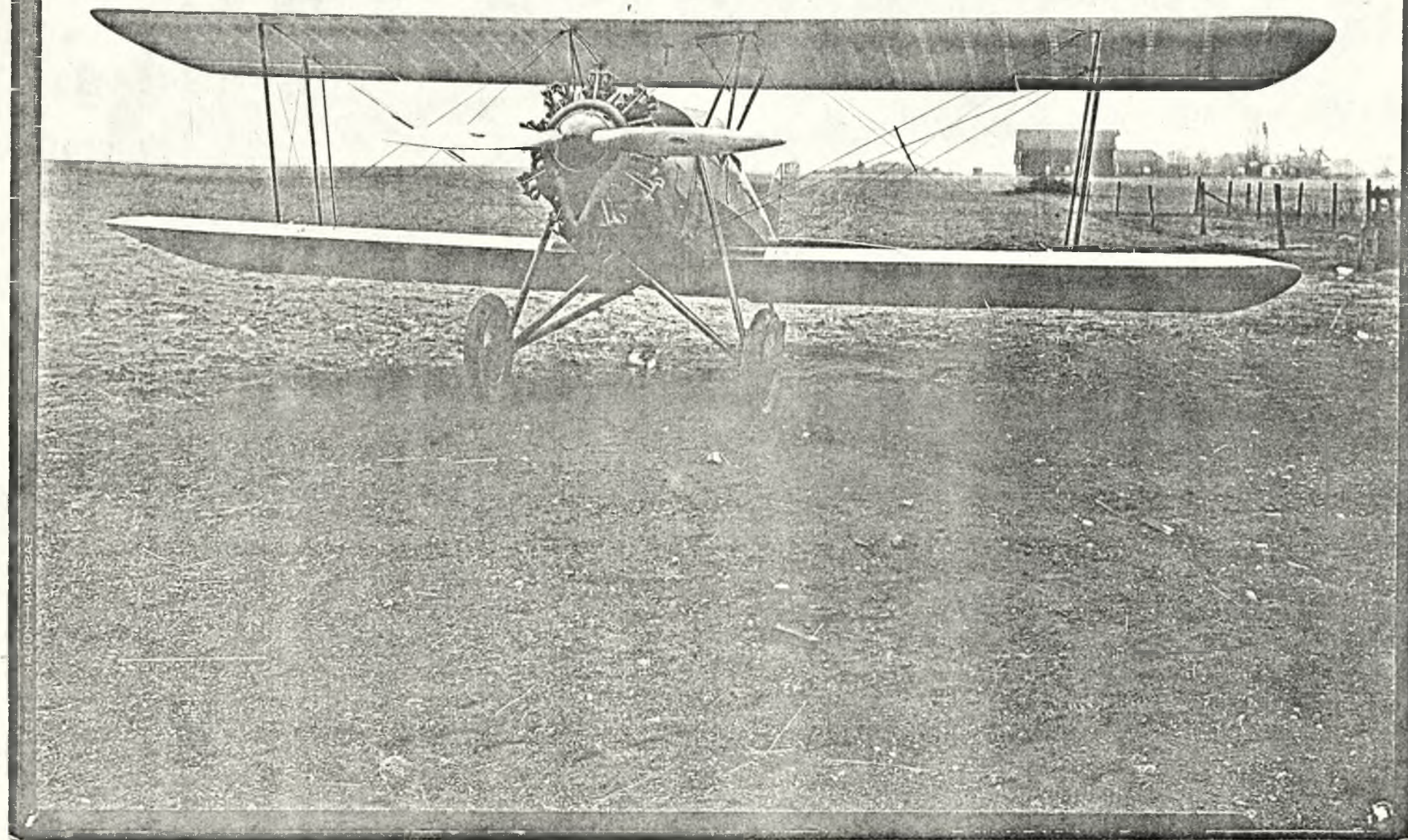
(Archives - CAT)

Airports - J. H.



(Archives - CAF)

Airports - J. H.



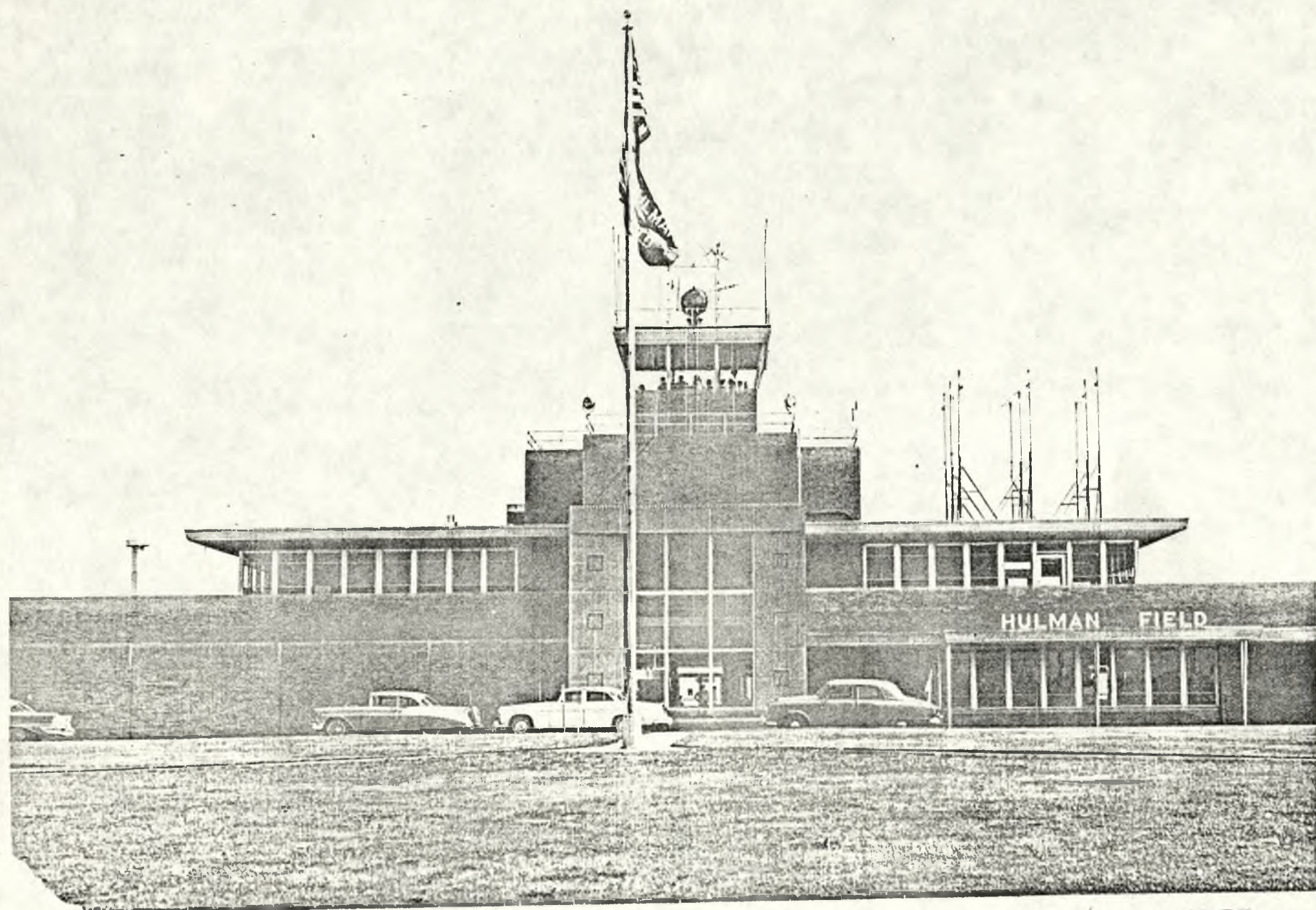
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Airports - J. H.



(Archives CAF)

Airports - T.H.



JUNE 1958

(Archives CAF)

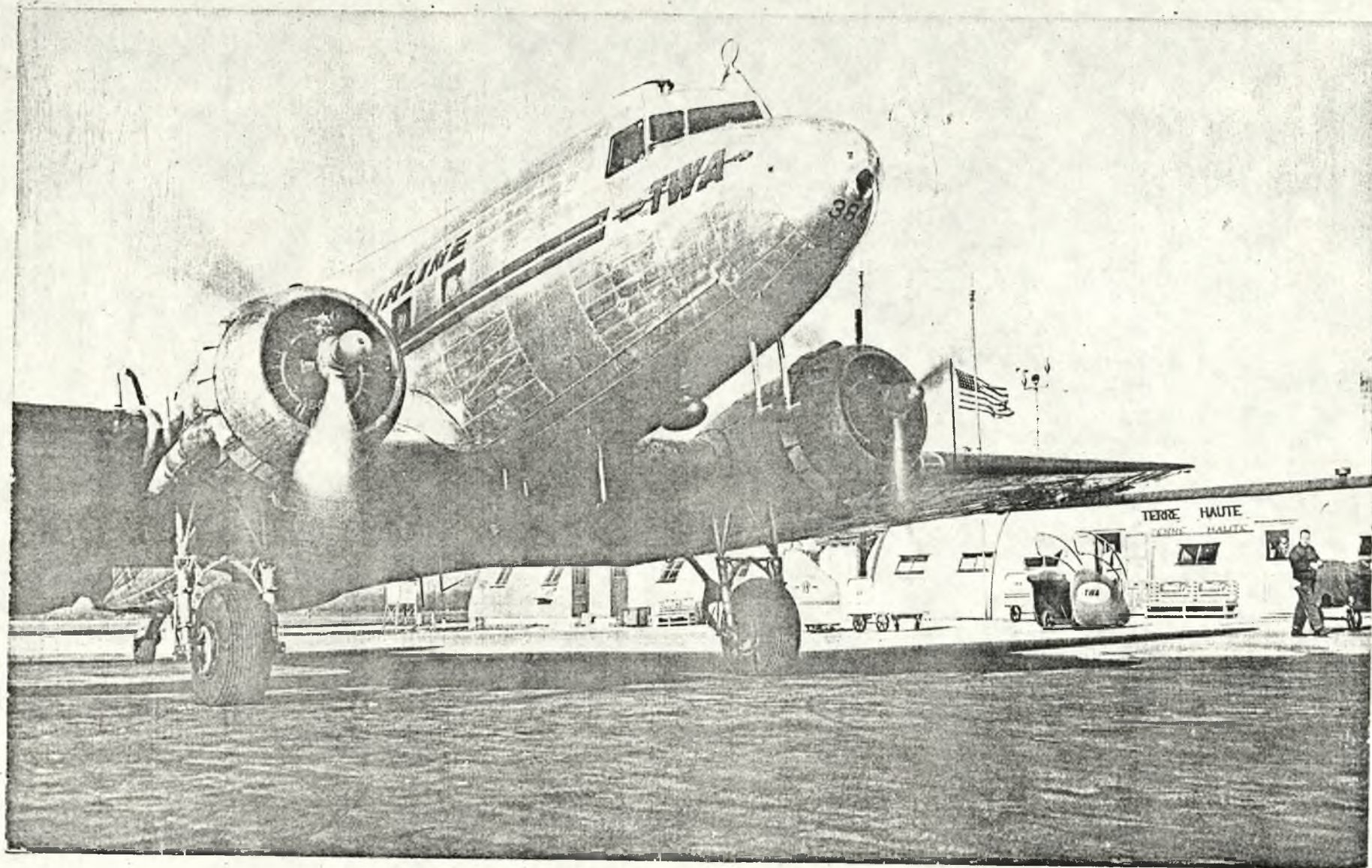
Airports. J.H.



Ray Thomas

(Archives - CAF)

Airports - T.H.



(Archives CAF)

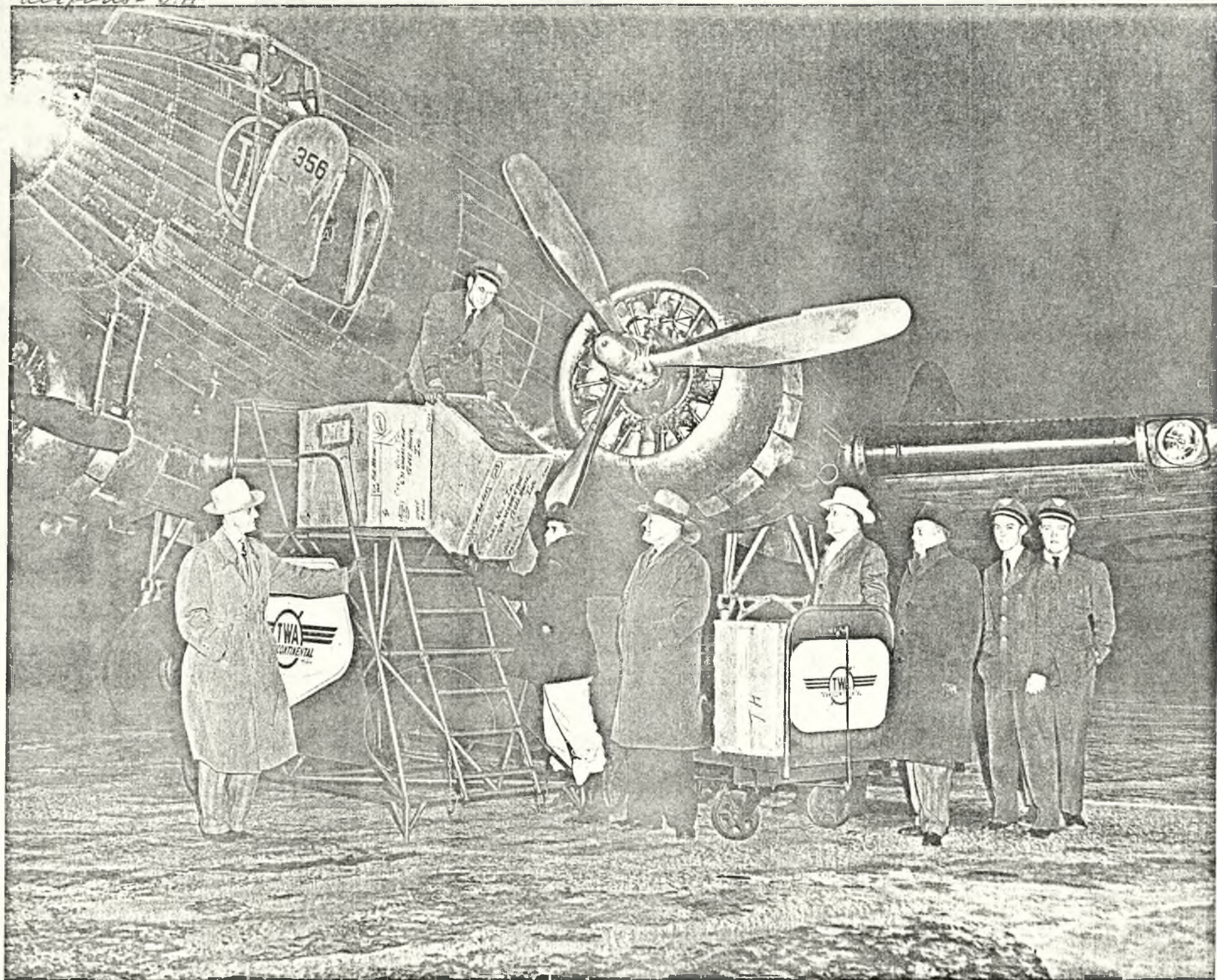
Reports - J. H.



(Archives CAP)

First air freight shipment to arrive in City. Shipment received
by Carl Wolf Clothing Store consisting of 24 dozen white shirts
made from airplane fabric.

Airports - J.H.



FEB. 15, 1946

(Archives CAF)

Airports - J.H.

(Archives CAF)

TERRE HAUTE CHAMBER OF COMMERCE

PROPERTY OF
TERRE HAUTE CHAMBER OF COMMERCE

MARTIN'S PHOTO SHOP
COMMERCIAL
& PORTRAIT
PHOTOGRAPHERS

Friday Feb. 15, 1946 First air freight shipment to arrive in City.
Shipment received by Carl Wolf Clothing Store consisting
of 24 dozen white shirts made from airplane fabric.

Community Affairs File

Yogo County Public Library
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Airports - T.H. - Groundbreaking



APRIL 1943

(Archives CAF)

Airports - J. H.

Dedication of Skyway



April 24, 1948

(Archives - CAF)

AIRPORTS (T.H.)

PROPERTY OF
TERRE HAUTE CHAMBER OF COMMERCE

4/7/48
Dedication of
Skyway

MARTIN'S PHOTO SHOP

COMMERCIAL & ARTIST PHOTOGRAPHY
173 WEST AT SEVENTH ST.
TERRE HAUTE, IND.

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Community Affairs file

Way County Public

Aviation meeting regarding discontinuance of C-78 in
Gene Hunt and better schedules.

Airports - J.H.



April 2, 1952

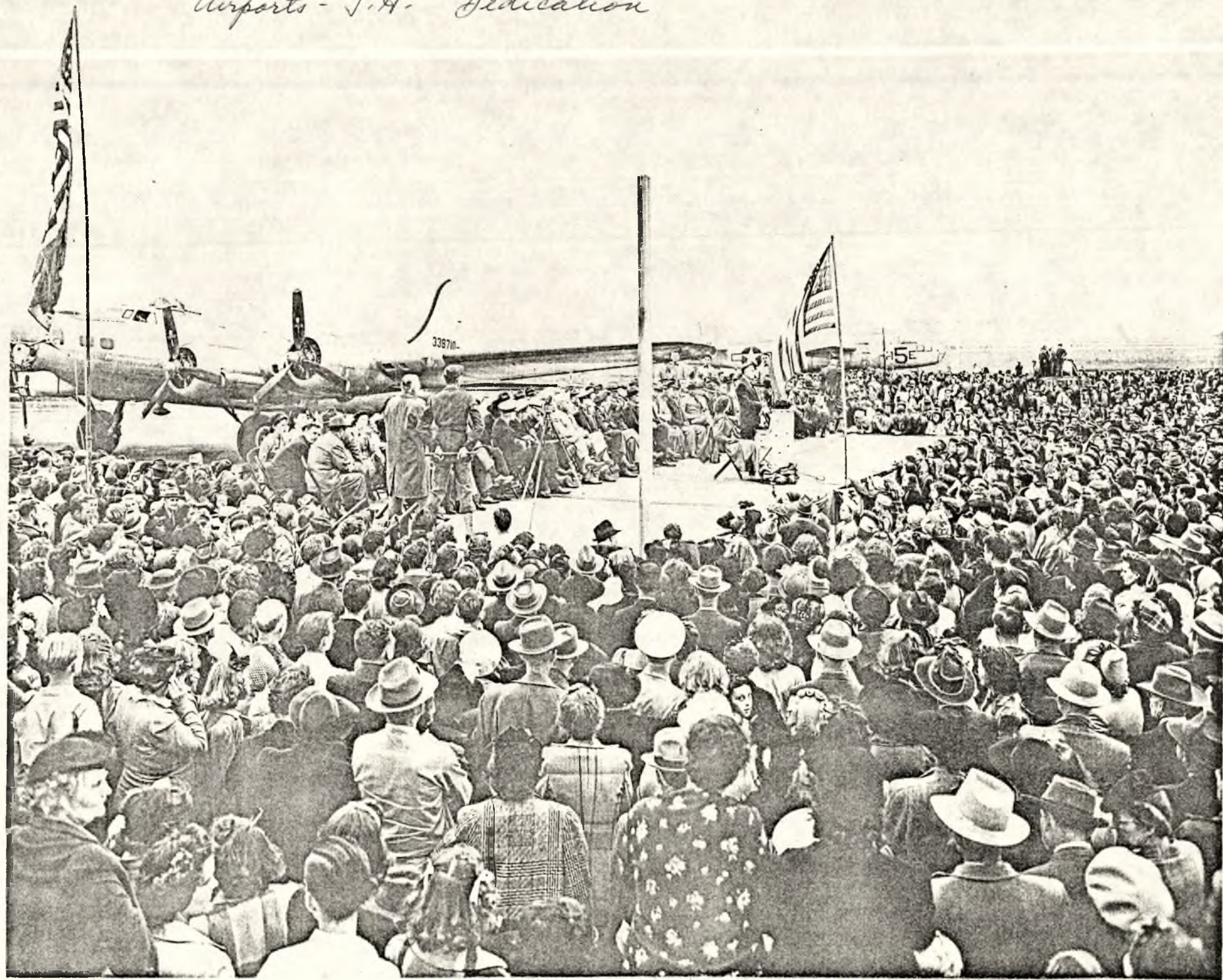
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Airports (WV)



Archives CAF

Airports - J.H. Dedication



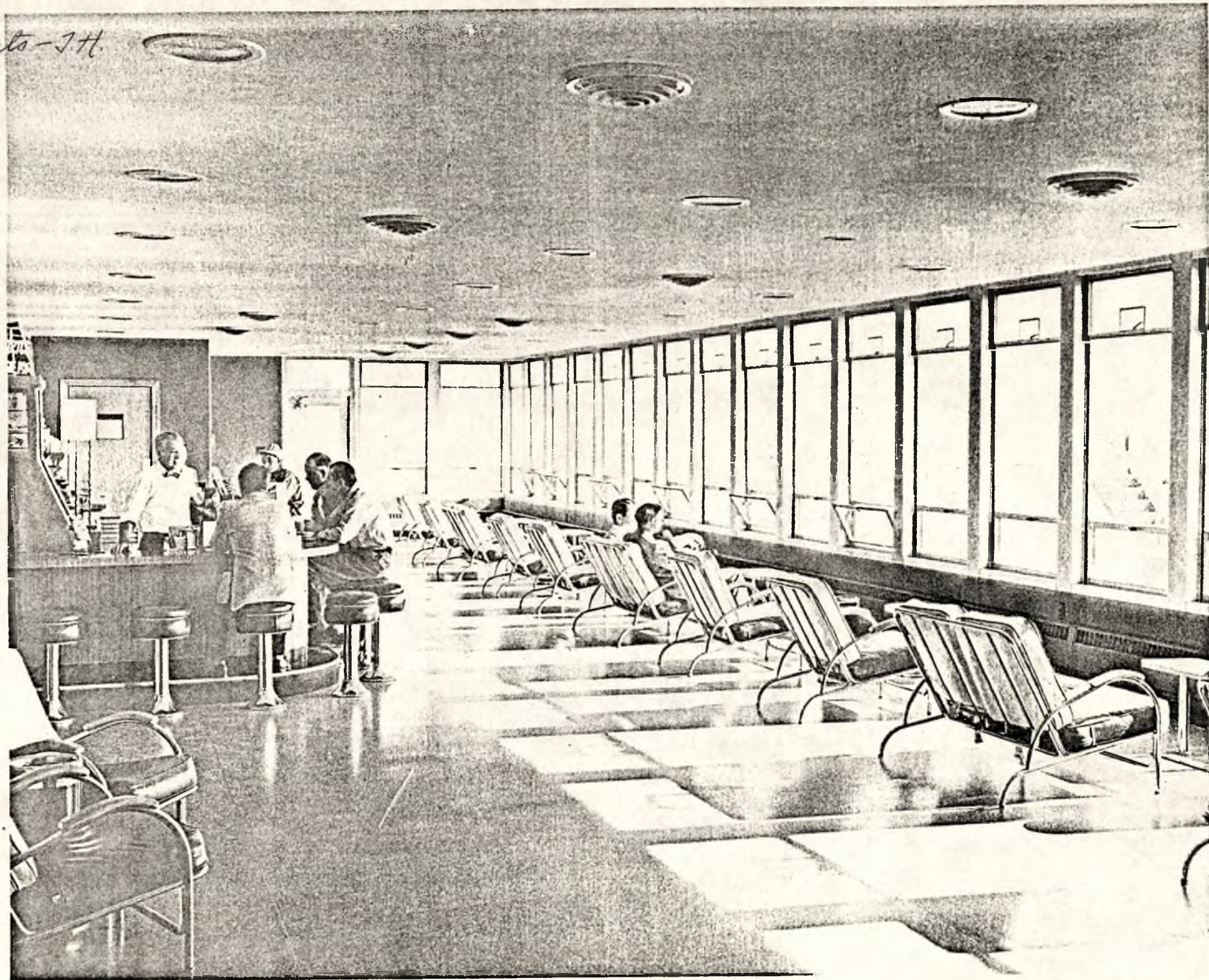
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Airports - J. H.



(Archives - CAF)

Airports - J.H.



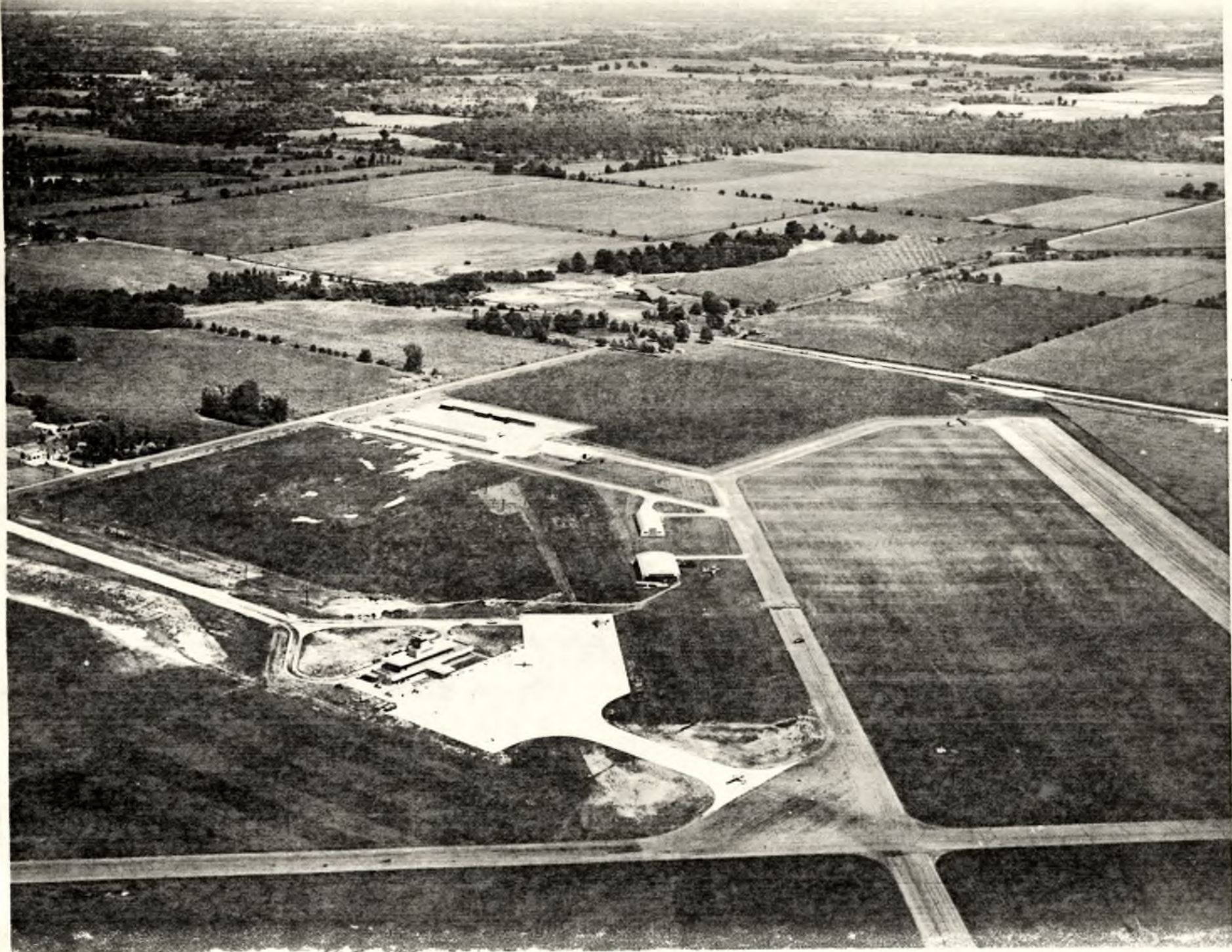
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Airports - J.H.



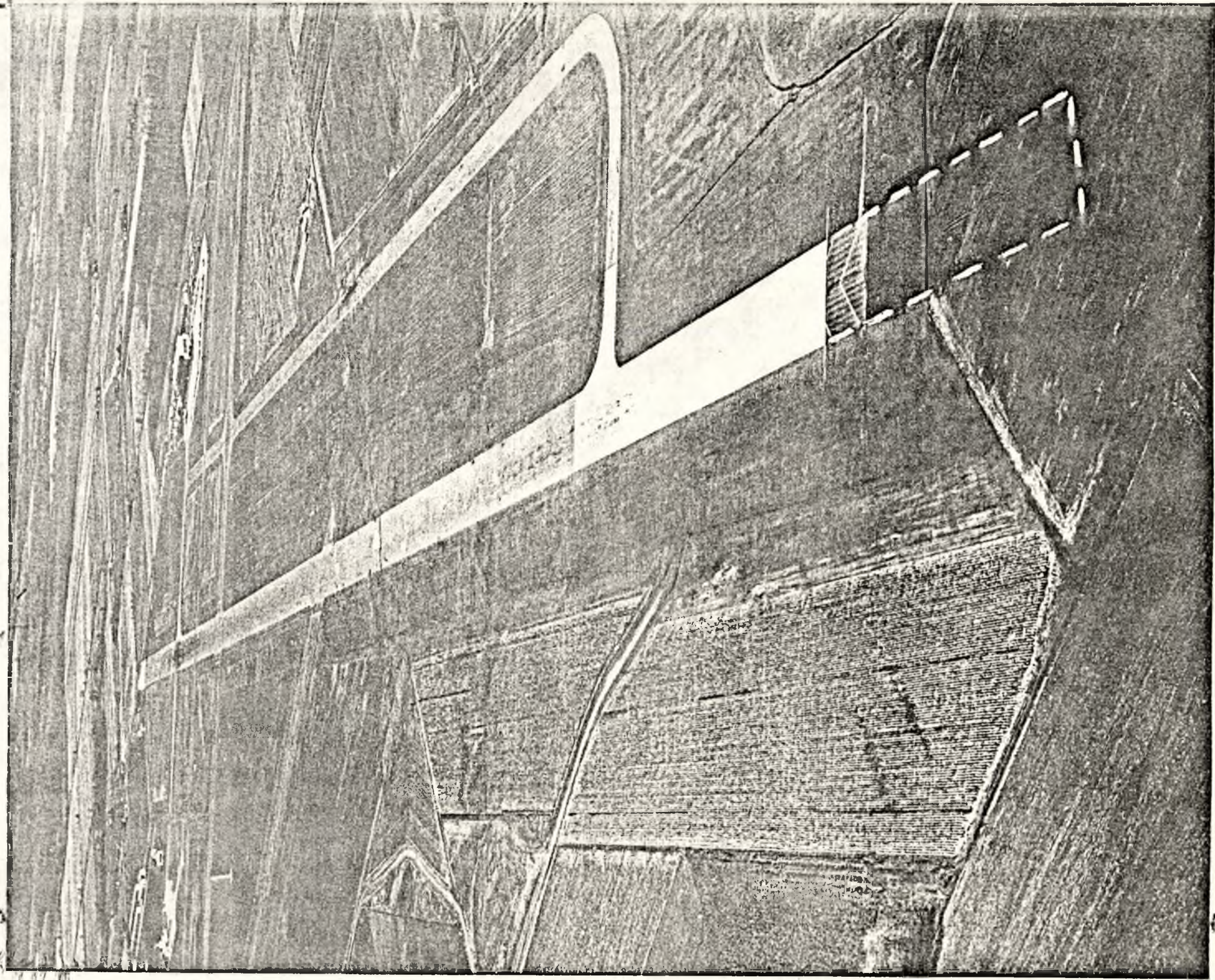
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Airports (WV)



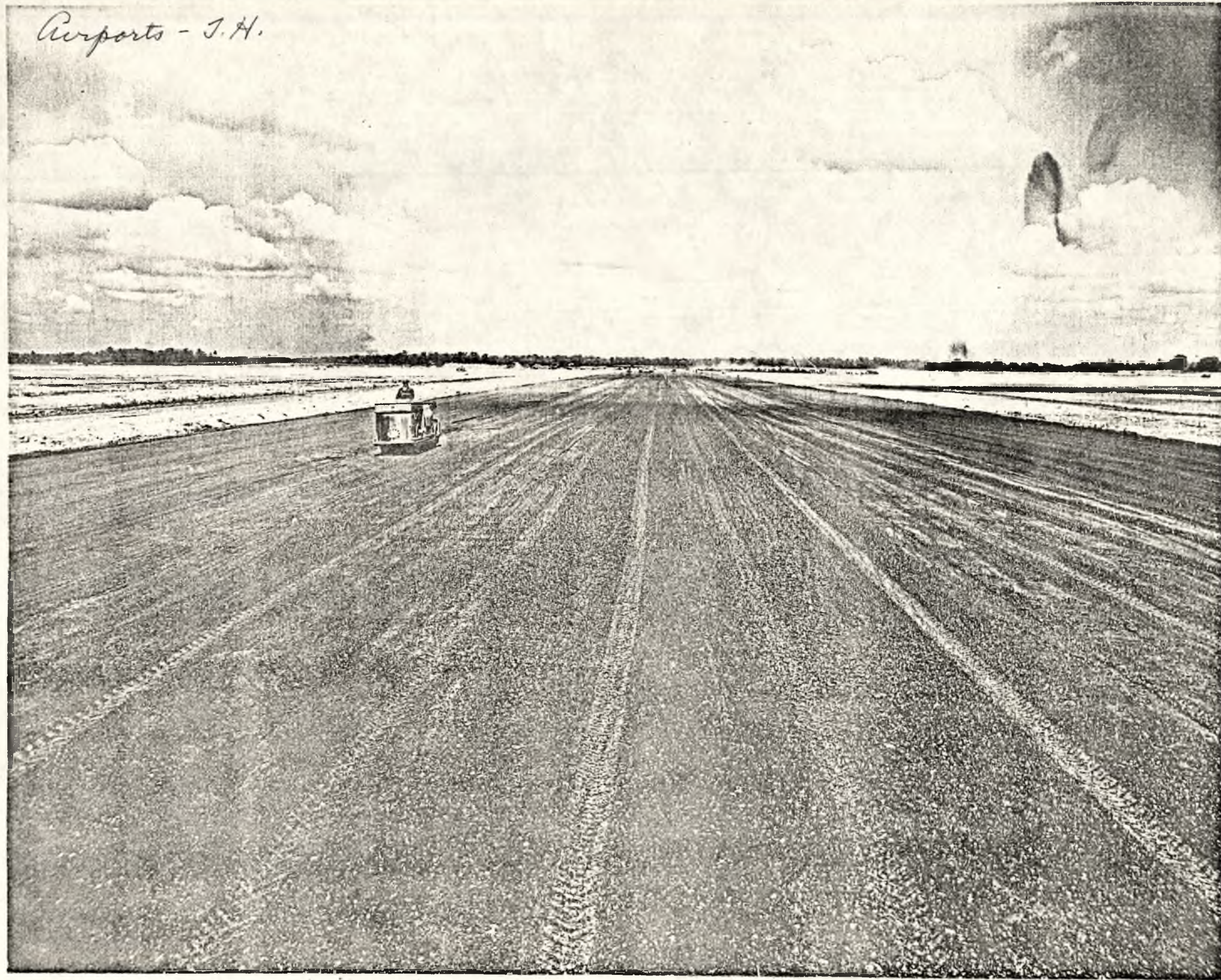
Archives CAF

Airports - J. H. Hulman Field Improvement



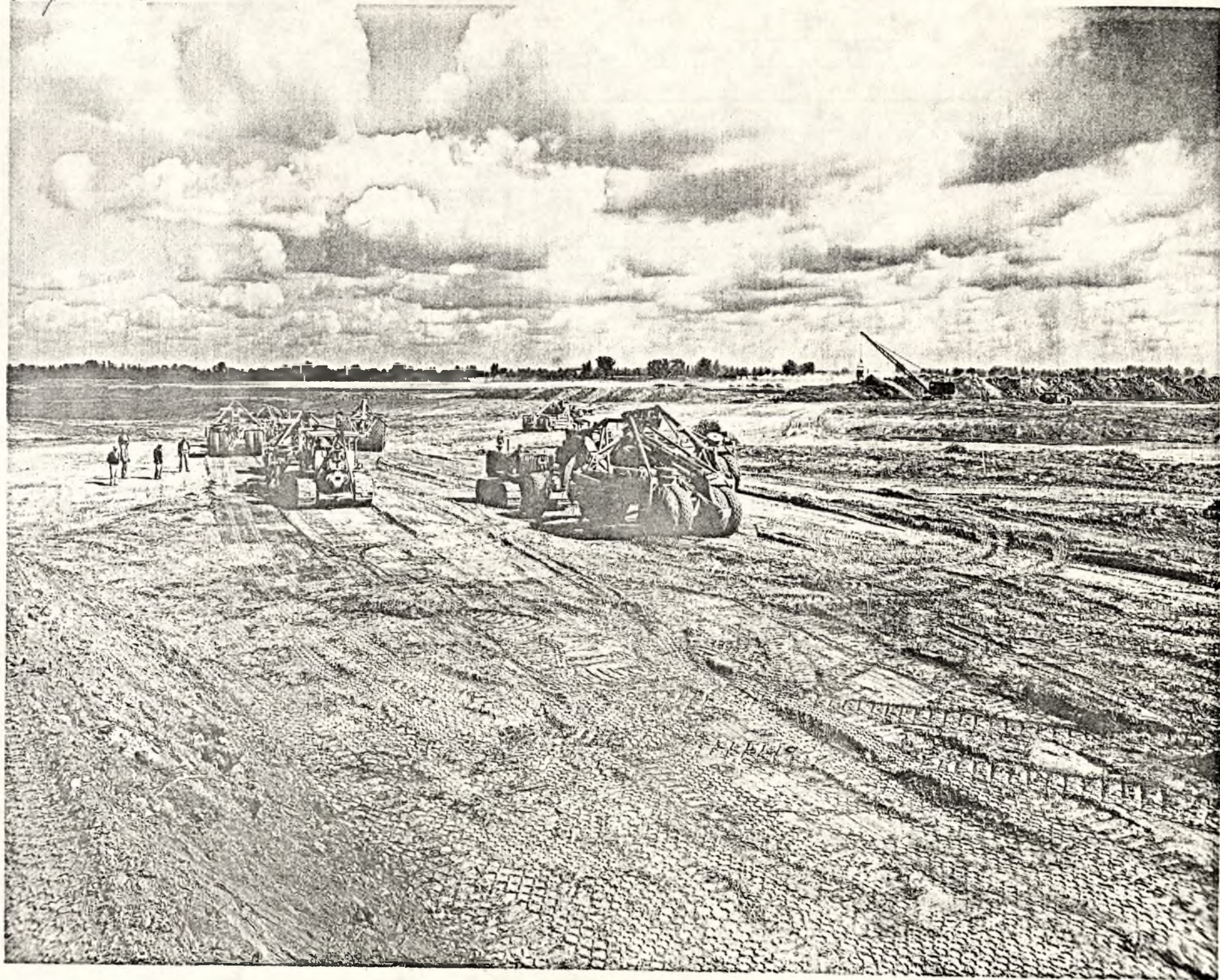
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Airports - J. H.



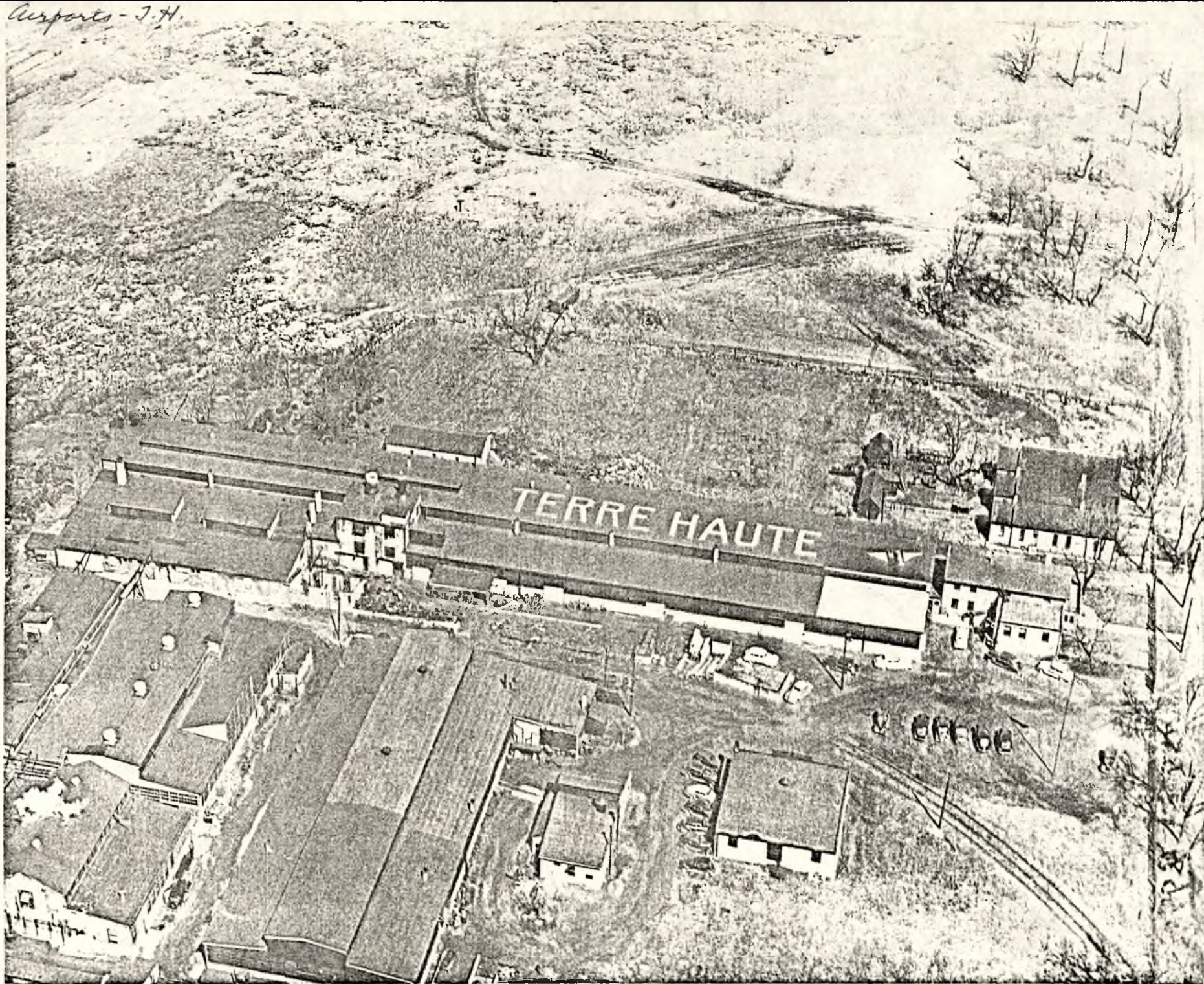
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Airports - J. H.



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Airports - J.H.

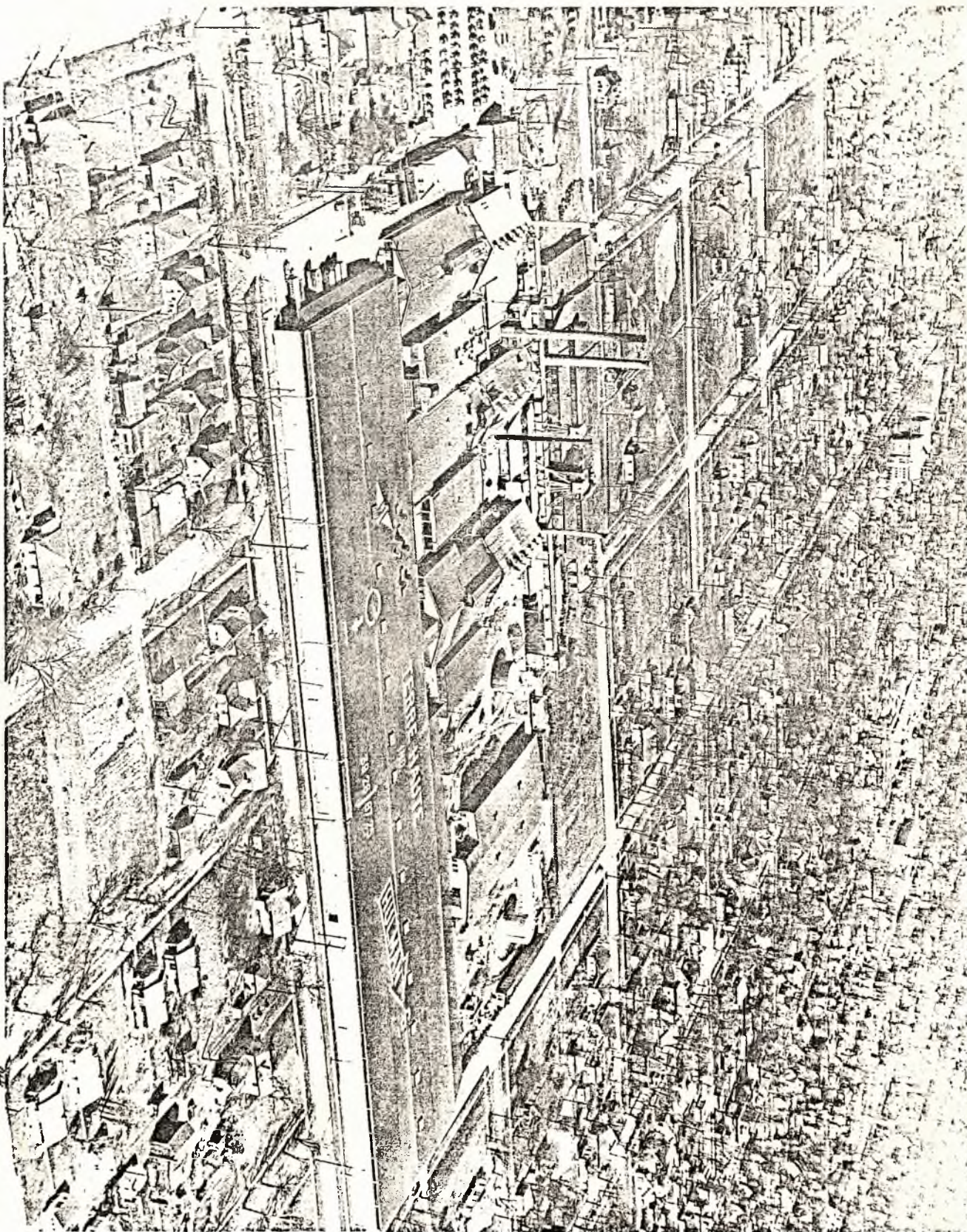


Hulman Field

(Archives CAF)

See index (AF)

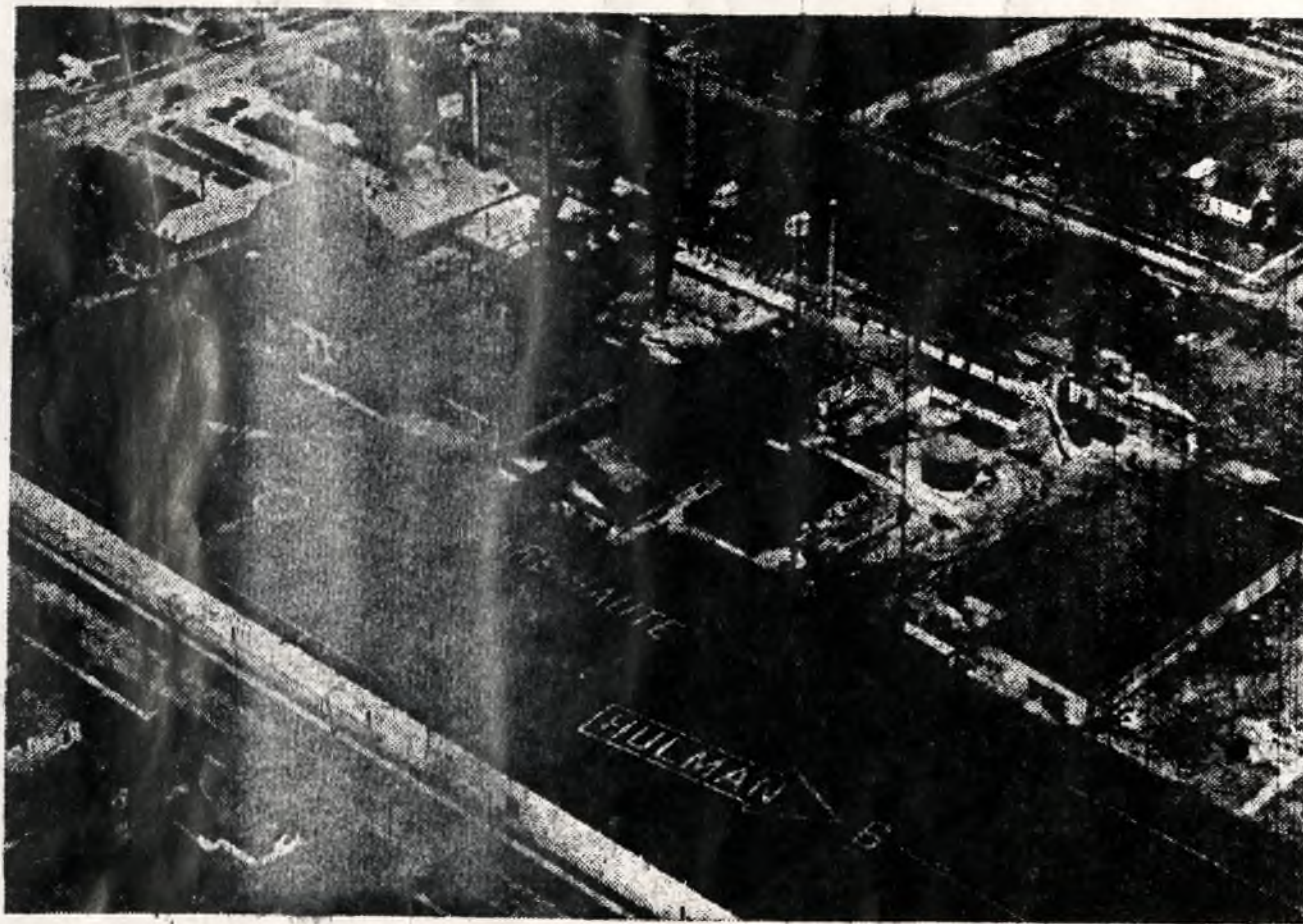
Hulman Field



*April, 1948
Volume p. 1*

Terre Haute Tribune, Sat. Apr. 24, 1948, p. 1

Skyway No. 1 Markers Dedicated With Ceremony Today



An aerial view of the warehouse of the Owens-Illinois Glass Company showing the new markers for guidance of plane pilots. One marker points south to Paul Cox Field and the large arrow points east to Hulman Field. Directions such as these make Terre Haute one of the best marked cities on Skyway No. 1 between Los Angeles and Washington. The markers were dedicated with ceremony this afternoon at Hulman Field.

SKYWAY NO. 1 IS DEDICATED

Civic Leaders Take Part In Ceremony At Hulman Field.

Terre Haute is now officially on Skyway No. 1 following dedication ceremonies held at Hulman Field today.

Skyway No. 1 runs from Los Angeles to Washington, D. C. and embraces a strip 40 miles wide.

Mayor Ralph Tucker and a number of city officials, and others active in civic affairs were present at the ceremonies this afternoon.

When Flight No. 16 of TWA swooped down on Hulman Field the captain of the plane presented a message from the Los Angeles Chamber of Commerce to Mayor Tucker. It was one praising Terre Haute for having one of the best airfields in the country and for having a large number of suitable markers pointing to the local airports.

Certificates Presented.

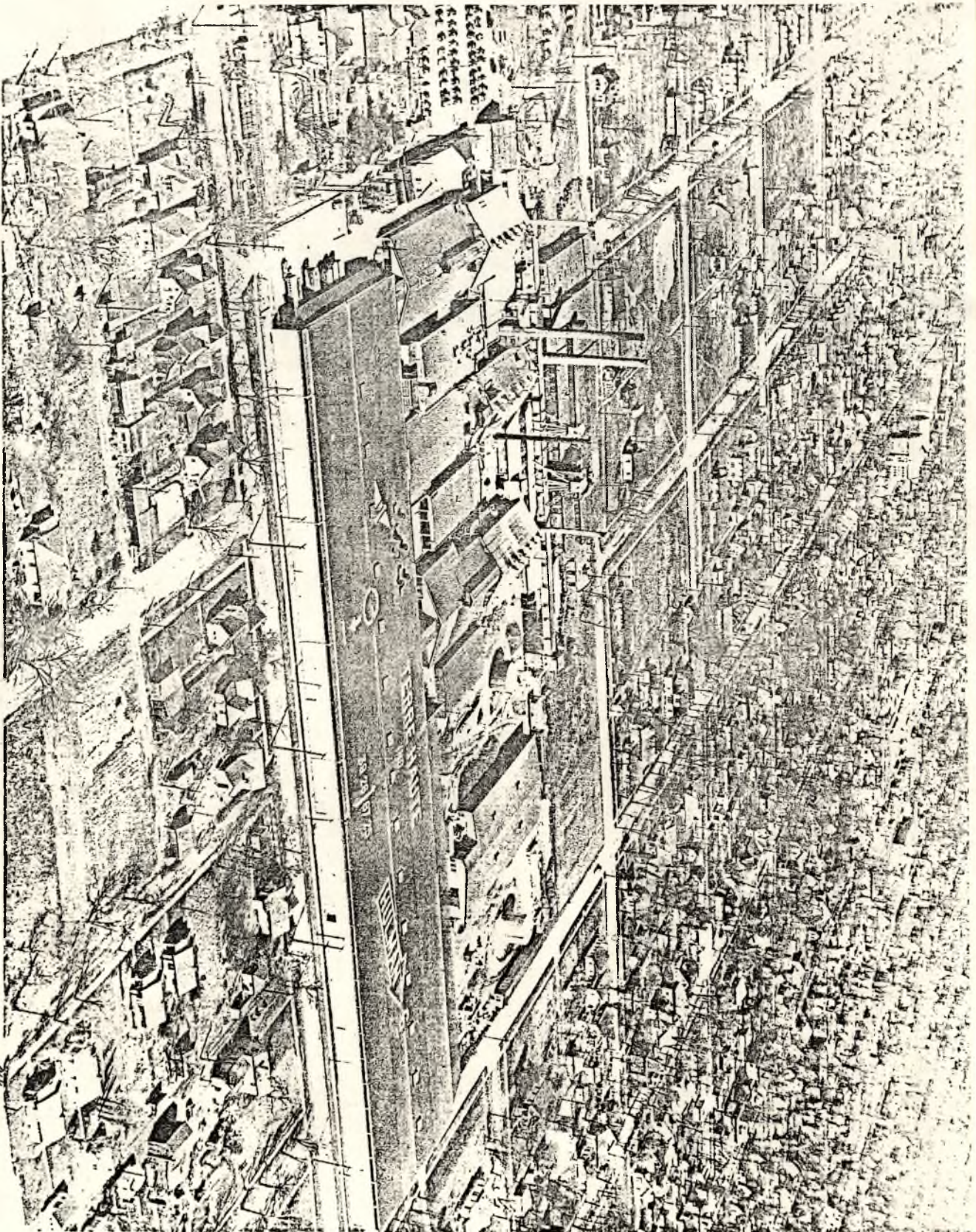
Skyway No. 1 certificates were presented to Jack Hart, director of Hulman Field and to John Marcotte and John Bowley of Central Aviation Company at Paul Cox Field south of the city.

Several types of new planes were on display at the field and made flights during the afternoon's program.

Official markers (such as shown above) are painted on the roofs of the Owens-Illinois Glass Company; the Terre Haute Ordnance Depot; the roof of the Frank Prox Company foundry, and on the roof of the old car barns on East Washburn avenue.

(Indiana CAF)

Madison Field



April, 1948
Indiana P. 1



Apr. 24, 1948

Indiana, p. 1

AIRPORTS (T.H.)
HULMAN FIELD

Terre Haute Chamber of Commerce
Terre Haute, Ind.

KADELS' CAMERA KRAFT
28 SOUTH SEVENTH
TERRE HAUTE, INDIANA



VIEW MADE YESTERDAY OF STAGE OF CONSTRUCTION OF NEW AIR TERMINAL.

—Photo by Martin

Terre Haute Tribune-
Star May 4 '52

Early June Will See Opening Of New Hulman Field Terminal

Completion of the new \$340,000 terminal building making a tremendous improvement in Hulman Municipal Airport is expected early in June, it was announced by Superintendent John C. Hart.

The move from temporary quonset-type structures into quarters of the new building will be started the latter part of this month.

First to move will be the United States Weather Bureau, the Civil Aeronautics Administration and Mr. Hart's office. Trans-World Airline and Chicago and Southern Airlines will not be able to occupy new space for them until plane parking ramps have been built at the new terminal.

Expecting an agreement from the federal government next week, the city board of aviation commissioner will advertise for bids on paving work.



Supt. Jack Hart,
Hulman Field.

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TERRE HAUTE, INDIANA

The \$140,000 project includes the nine-inch concrete parking ramps, asphalt entrance road for automobiles, an asphalt taxi strip for planes and concrete sidewalks around the building.

Half of the cost of improvements at the city airport are financed by the city government, \$120,000 worth by a gift from Aton Hulman Jr. and the balance in city funds.

In the new building, terrazo floors have been completed as well as most of the plastering and electrical work. Asphalt tile will be laid in the offices after painting is accomplished.

Workmen are ready to hook up the natural gas line which will furnish fuel for the heating system.

Roehm Brothers are contractors for the construction. Other contractors are Freitag-Weinhardt, plumbing and heating; Nehf Hardware, electrical.

Other recent improvements at the airport include paving around private plane hangar, resurfacing and sealcoating runways and bringing in the city water line from Seelyville.

Currently the Civil Aeronautics Administration is making a survey for correction of drainage problems.

Thirty private planes are kept at Hulman Airport. There are six daily flights of regularly scheduled commercial planes.

The 638-acre field has two 5,300-foot runways and another 4,000 feet in length. Built during World War II on land donated by Anton Hulman Jr it has been improved steadily.

Three hangars built by private interests will go to the city eventually. One is a multiple "T" building financed at a cost of \$16,000 by the Hulman Foundation. It and another multiple "T" built by Associated Discount Corporation, headed by Benjamin Blumberg, will become city property when they have been paid for by rentals.

Another hangar built by Paul Thompson goes to the city automatically after 20 years.

In addition, the airport itself has two 40 by 100 foot quonset hangars.

The airport farms 350 acres of soybeans and alfalfa on a share basis.

There has been no definite action on the application of the Chicago and Southern line to cancel its service and contract with the Terre Haute airport.

The FCC is said to support Terre Haute in insisting that the C. and S. contract be fulfilled, and that the service be continued.

The Terre Haute Aviation Commission, of which Leonard Marshall is chairman and Herbert Gerdink vice chairman, have protested the cancellation of the C. and S. contract and the board will hold another session May 7, in room A-3 at the Terre Haute House at 11 a. m., when further plans will be made to resist the C. and S. withdrawal of Chicago service from Terre Haute now in operation.

5 not 9-32



NEW HULMAN AIRPORT TERMINAL—Commercial airlines and the municipal superintendent this week moved their offices into this \$350,000 new terminal building at Hulman Airport. The building will not be put into full use until the first of the year, when it is planned to hold dedication ceremonies. Aprons costing an additional \$150,000 have not been completed. Superintendent O. W. Jones said the Civil Aeronautics Authority communication center and United States Weather Bureau quarters in the structure will not be occupied until later this year. The half million dollar project was made possible largely through gifts of Anton Hulman Jr. and federal funds. Mr. Hulman also contributed greatly towards original construction of the airport.

Community Affairs File

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